

## THE BAY BATTLE

ARRAGUT IN MOBILE HARBOR.

Sketch of One of the Greatest Naval Fights of the  
War—The Defeat of the Rebel Forces and  
Reduction of the City of Mobile  
—A Notable Victory.

Although the great battle of Mobile did not take place until August, 1864, and therefore subsequent to other naval engagements of the very great importance, still the reduction of Mobile had long been contemplated by the General Government. It was one of the three great sources from which, in the Southwest, the confederacy drew its sustenance and strength. When at the beginning

concomitantly by a movement upon Meridian and Selma, and also to cut off all communication with Shreveport, Mobile was included in the general plan. As early as the 26th of January Farragut made a personal inspection of the defenses of the harbor and of the two forts, Fort Morgan and Fort Gaines. The Admiral was not encouraged by what he saw to make any rash or immediate attack, but he did not the less feel that the reduction of the defenses of

the next task to which he must devote all his energies. The confederate authorities, not content with the forts, torpedoes, piles, and other obstructions which they had placed in the channel, had constructed several powerful ironclads, by which they hoped to destroy the national fleet and raise the blockade. The largest of these vessels, the *Ansonne*, was constructed on the same principle as the famous *Merrimac*. Farragut's fleet consisted of fourteen wooden ships, including the *Brooklyn*.

monitors. The enemy had made complete preparations. The bay was well guarded. Across the swash and middle channels were placed rows of piles, while piles and other obstructions were run across from Fort Gaines, so as to compel the vessels attacking to come fully under the guns of Fort Morgan. The channel was filled with torpedoes, the location of which Farragut had no means of knowing. In addition to all this there were, there, great numbers of mines.

It was concluded to invest Fort Gaines with the land forces under General Granger while the fleet was pressing into the harbor. On the 5th of August, as early as half-past five, the fleet was in motion. The vessels proceeded two abreast, and were lashed together, the Brooklyn with the Farrar leading, and the Hartford next. Farrar took an elevated position in the main rigging of the Hartford, near the top, from where he could

THE FIRST SHOT.

en Fort Morgan began to thunder. The Brooklyn replied, and at once the action became general. In a few minutes more the Tecumseh, which was about 350 yards ahead of the Brooklyn, struck an unken torpedo and at once sank, carrying with her the commander, Captain Craven, and nearly the crew. The Brooklyn, as if appalled, hesitated and backed, so as to move around out

whole fleet to a standstill. Farragut, however, was found equal to the emergency. He ordered Hartford to push forward, and, his orders being obeyed, the other vessels were soon in motion. A very rapid shot was now brought to bear upon the fleet by the entire fleet. From the time the Hartford turned to the southwest to clear the middle ground, so rapid and well directed were her broadsides that the batteries in the fort were compe-

evident intention of striking the flag-ship, but  
 sed her aim. Farragut, finding that the three  
 a-boats were pouring a destructive fire upon  
 fleet, ordered Captain Jarrett in pursuit of the  
 ma. In the space of an hour he had.  
 CAPTURED THE SELMA  
 d driven the Morgan and Gaines, the latter in a  
 oppled condition, under cover of the fort. It was  
 a after eight o'clock, and, the forts being passed,

to breakfast. But soon the Tennessee was relieved bearing down with full steam upon the fleet, the commander evidently thinking that he could conquer the entire fleet. Farragut ordered monitors and other vessels to attack the ram as she came forward, not only with their guns, but with their bows on at full speed. The ram was close at hand. The Monitor, a vessel of 1,100 tons, moving full speed, was the first to strike the mon-

ram did not seem to be injured. The vessels were moving in a sort of circle around the giant, monitors more slowly than the others, but hitting hard blows as opportunity offered. The Tennessee was sorely punished. Admiral Buchanan had been severely wounded in the leg and the encounter had become demoralized. Further resistance was felt to be vain. Before, therefore, the threatened blow could be struck,

honor. In a few moments more the captain of the Tennessee came on board the Hartford and rendered his own sword and that of Admiral Mahan. Such was the end of the famous naval encounter in Mobile Harbor. This victory gave joy throughout the North, and Farragut became the national idol. Men spoke of him as the American Nelson. The picturesque grandeur of Farragut's two great battles—that at New Orleans and that in Mobile Bay—fully justified the com-

**The Floods in Minnesota.**  
ST. PAUL, MINN., April 24.—The Minnesota River is still rising at the rate of an inch or more per hour, and the water caused considerable damage to the railroad tracks and buildings at several places along the channel bottoms. Ortonville and Big Stone are still flooded. The water has reached the highest point for ten days, when the Mississippi River, St. Louis.

of two inches per hour. The river mile wide there, extending from bluff to bluff, buildings are entirely surrounded by water, some have been carried away. The water has closed the business streets, and threatens to undermine costly buildings. At Granite Fall bridges have been carried away, and the highest point reached yet known. At Mankato and St. Peter water is above the levees and the tracks and d

**Beaconsfield's Remains.**  
LONDON, April 25.—A special train bearing Lord Beaconsfield's body left Paddington Station for Wycombe at half-past two on Sunday morning, and on the arrival of the train at Wycombe the remains were transferred to Hughenden Manor, and placed in the large drawing-room. Owing to the secrecy of the proceedings about thirty persons witnessed the departure.

**No Sunday Theatres.**  
CINCINNATI, April 24.—To-day was the Sunday in many years on which no theatrical performances were given in Cincinnati. A few of resorts gave free instrumental concerts. All theatrical managers late last week agreed to desist in Mayor Means' order to close on Sunday.

**Young Men to the Front.**  
An encouraging fact for the Readjusters is the active rivalry in progress for the places on the State ticket. Nearly all of Mahone's lieutenants are very young men—frank, manly fellows, with an unmistakable Virginia style of modesty and self-assertions. While they urge their aspirations for recognition from their youth with an earnestness and industry that beto-

in the purpose to make common cause against Bourbon Democracy. In this, as in many other respects, is seen the consummate faculty of organization possessed by Mahone. He has behind him a compact and obedient organization, equally distinguished for audacity in attack and courage in retreat.—*Correspondence Philadelphia Evening Star.*

made in the Revenue Marine Service: First Lieutenant John Wyckoff to the steamer *Ward*, at Pensacola; Second Assistant Engineer J. Whitworth to the steamer *Grant*, at New York; First Lieutenant J. A. Slamm to the steamer *Ward*; First Lieutenant Robert Barstow to the steamer *Dix*, at Key West, Fla.; First Lieutenant J. Keen to the steamer *Dexter*, at Newport, R. I.; Second Lieutenant George E. McConnell to the